

BRYAN DISCARDS OWNERSHIP ISSUE

People Not Yet Ready to Consider Plan, He Says.

GIVE REGULATION TRIAL

Trusts, Tariffs, and Railroads Hold Public Mind.

Injection of Ownership Question, He Claims, Would Dodge Regulation Issue—Federal Courts Prevent State Control—Republican Party Impotent to Curb the Roads.

Lincoln, Neb., July 20.—The following editorial by Mr. Bryan, under the caption "Government Ownership Not an Issue," will appear in the next number of the Commoner:

"As the campaign approaches it becomes more and more evident that of the economic questions, the trust question, the tariff question, and the railroad question will share public attention, and these three present the same issues before the general public and the privileged classes. Shall the government be administered in the interest of the whole people or in the interest of a few? This is the issue presented by the trust question, the tariff question, and the railroad question.

People Not Ready for Issue.

"Government ownership is not an immediate issue. A large majority of the people still hope for effective regulation, and while they so hope, they will not consider ownership. While many Democrats believe, and Mr. Bryan is one of the number, that public ownership offers the ultimate solution of the problem, still those who believe that the public will finally, in self-defense, be driven to ownership, recognize that regulation must be treated under the most favorable circumstances before the masses will be ready to try a more radical remedy.

"Regulation cannot be sufficiently tried within the next year, and there is no desire anywhere to make government ownership an issue in 1908. Mr. Bryan fully agrees with those who believe that it would be unwise to turn attention from regulation, on which the people are ready to act, to government ownership, upon which the people are not ready to act. To inject the government ownership question into the next campaign would simply give representatives of the railroads a chance to dodge the issue of regulation and deceive the public.

Aided by Federal Courts.

"So far the railroads have been successful in preventing effective Federal regulation, and State regulation has, as a rule, been restrained by the United States courts. It is about twenty years since the Interstate Commerce Commission was created. It required about ten years for the courts to find out that the powers conferred were insufficient, and then it took about ten years to secure an amendment. The railroads fought the amendment at every step with the railroad Republicans in the Senate as their support.

"Even that amendment, secured after tremendous effort, falls short of what it should be. It aims to stop rebates and passes and the railroads profit peculiarly by both the stopping of rebates and the prohibition of passes, but extortionate rates still exist and State legislation reduction of rates has resulted in an agitation on the part of the railroads for legislation which will deprive the State of authority and centralize all regulation in Congress.

Now Up to Democratic Party.

"The Democratic party must meet the issue presented; it must resist the encroachment upon the authority of the States. It must insist upon the exercise of Federal power for the regulation of interstate commerce, and it must insist upon the exercise of State authority for the exercise of all of the power vested in the State.

"This question has grown in importance during the past year and its prominence will be increased if any attempt is made to impair State authority. The Republican party is as impotent to regulate the railroads as it is to exterminate the trusts and to reform the tariff.

"The Democratic party has in three national campaigns demanded effective railroad regulation, while the Republican national platforms have been silent upon the subject. The President has partially adopted the Democratic view on this subject, but so far the Republican leaders have resolutely opposed it. The President is helping to educate the people up to the need of railroad regulation, but his party under its present leadership is powerless to accomplish this or any other important reform.

What Democrats Should Demand.

"If the Democratic party will clearly and unequivocally demand, first, the ascertaining of the value of all the railroads; second, the preventing of over-capitalization; then, third, the reduction of rates to a point where they will yield only reasonable returns upon the real value of the roads—if the party will do this, it will commend itself not only to Democrats, but to those Republicans who have been led to study the railroad question.

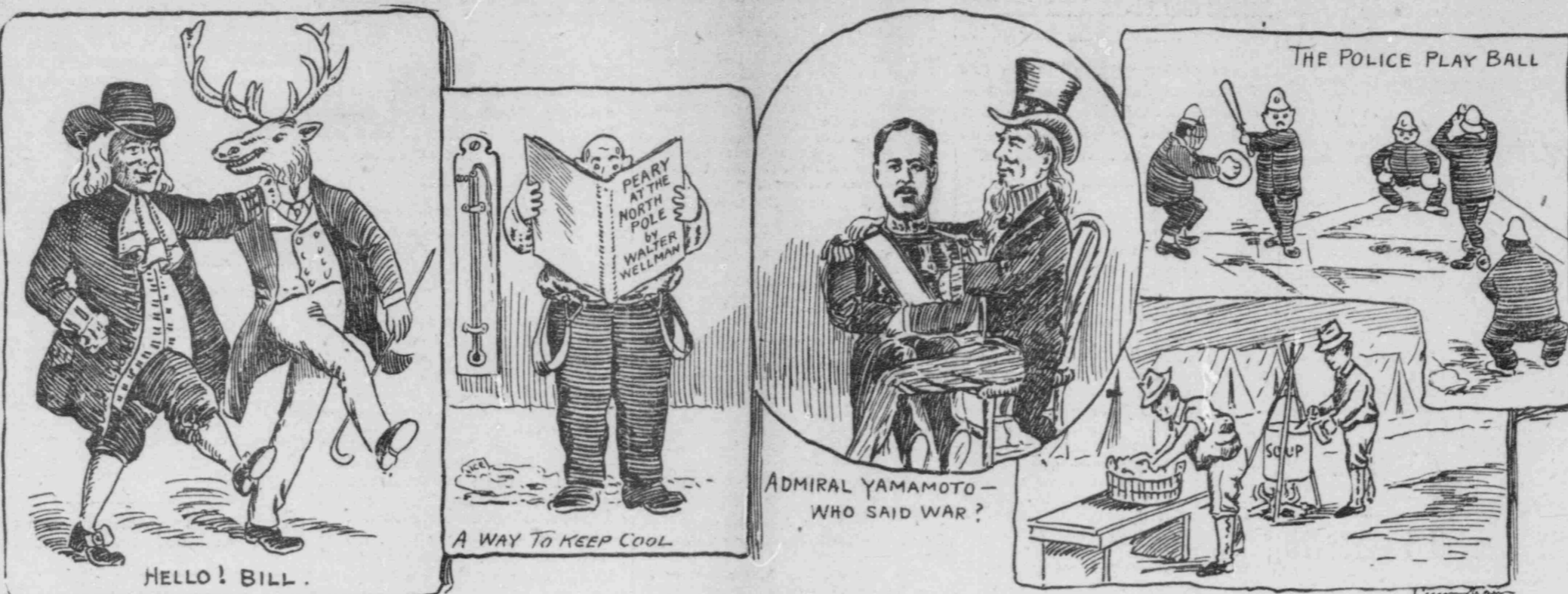
"The railroad situation presents a vital issue, and the issue should be so stated that every one can understand the party's position. While Democrats may differ as to the relative importance of the trust question, the tariff question, and the railroad question, all must agree that the party must take the side of the common people on all three questions. Let the line be drawn between those who want to make this a government of the people, by the people, and for the people, and those who want it to be a government of the corporations, by the corporations, and for the corporations."

Travel Made Comfortable in Hot Weather.

The Baltimore and Ohio, "Royal Limited" to Philadelphia and New York is equipped throughout with electric fans and lights. Leaves Washington 3 p. m. Arrives New York 8 p. m.

A la Carte Lunch Served Daily at Eckstein's from 12 to 3, 142 N. Y. ave.

PICTORIAL REVIEW OF THE EVENTS OF THE WEEK.



GOV. GLENN FIRM IN RATE LAW CASES

More Prosecutions to Follow Unless Railroads Obey.

ARGUE HABEAS CORPUS

Judge Pritchard Reserves Decision Until To-morrow.

Conference of Southern Railway Officials Decide to Take No Further Steps in Regard to Raleigh Cases. Wood and Wilson Still in Custody of United States Marshal—Ticket Agents Resigning Positions.

Raleigh, N. C., July 20.—Word comes from Asheville to-night that at a conference of Southern Railway officials it was decided to take no further steps in regard to the Raleigh cases disposed of yesterday.

To-night Gov. Glenn declared, in an interview, that unless the railroads obey the rate law there will be more prosecutions. Being asked as to his future action, he said:

"That depends on the course pursued by the Southern and Coast Line railroads. If they acquiesce in the law, as the other roads have done, no further indictments will be made, but if they persist in selling tickets at a higher rate than 2 1/2 cents per mile, I will instruct the State's attorney to aid the solicitors in sending new bills and in prosecuting the same until those railroads obey the law, or the courts of highest jurisdiction declare the act unconstitutional.

"I regret this conflict. I want it settled, and if the railroads will withdraw their attempted injunction, until the evidence is taken and the court passes upon the constitutionality of the act, in the meantime selling tickets at the rate fixed by the statute, it will aid them in hastening the hearing of the case, stopping all indictments and asking all citizens to cease bringing penalty suits. If, however, they refuse to recognize the law, and, as result, fines, costs, and odium attaches to them and their agents, who persist in obeying them in defiance of law, go to jail, they will have no one but themselves to blame, as the State is ready to stop when the law is obeyed."

Agents Resigning Positions.

As the result of the promise given Judge Long, in the State Court, by Ticket Agent Green on Friday night, after the jury had brought in a verdict of guilty, not to sell any more tickets at the excess rate, Agent Green is out of his position to-day. It is stated that a number of Southern railroad ticket agents are resigning, fearing jail sentences. It is understood the railroad's counsel would have had Green decline to make the promise, and if he had taken that position, Judge Long would certainly have remanded him to jail. Green, foreseeing this, declined to be used further by the railroad.

HABEAS CORPUS ARGUED.

Judge Pritchard Reserves Decision in Case Until To-morrow.

Asheville, July 20.—District Passenger Agent J. H. Wood, of the Southern Railway, and O. C. Wilson, ticket agent, who were sentenced to the chain gang by Police Justice Reynolds for thirty days each for violating the passenger rate law, and for whom Judge Pritchard, of the United States Circuit Court, issued writs of habeas corpus and ordered that the prisoners be taken before him, which act Gov. Glenn denounced as high-handed and despotic, are still in the custody of the United States marshal.

Argument of counsel to secure the release of Wood and Wilson from the Asheville police court was begun before Judge Pritchard at the morning session and concluded this afternoon. Judge Pritchard's decision was reserved till Monday.

Following the conclusion of the session, Judge Pritchard caused to be issued a writ of contempt of court. Agent Wood and Wilson were ordered into the custody of the United States marshal. Gov. Glenn to-day directed the situation over long distance telephone, while special State counsel vigorously resisted the right of the United States to release the men regularly convicted in the State court, which was demanded by counsel for prisoners, who are also the railway counsel—A. P. Thom, of Washington, general counsel for the Southern; W. B. Rodman, counsel in North Carolina, and Walker D. Hines, of New York, general counsel of the Santa Fe System, who has been employed specially by the Southern.

One Fare Plus \$2.00 Boston and Return. Baltimore and Ohio, Baltimore and Ohio, July 20 to 23, valid for return until August 6, but may be extended. Consult agents.

WEATHER FORECAST.

For the District of Columbia, Maryland, and Virginia—Generally fair to-day and to-morrow; variable winds.

HERALD NEWS SUMMARY.

Pages. TELEGRAPHIC.

- 1—Japanese Troops Kill Korean Rioters.
- 1—Forty Dead in Michigan Wreck.
- 1—Gov. Glenn Denies Federal Courts.
- 1—Bryan Discards Federal Ownership.
- 6—News of Maryland and Virginia.
- 7—Tide Turns Toward Karl Hau.
- 7—Peace Enthusiasts in Rebellion.
- 7—Visiting Day at Camp Ordway.
- 7—Col. Ayres' Retirement Recommended.

LOCAL.

- 1—Two Washingtonians Electrocuted.
- 2—Boy Drowns in Potomac.
- 2—Many Robberies Reported.
- 2—Dr. Day Is Relieved.
- 2—Capt. Roosevelt Sues Navy.
- 7—Navy Chaplain Accused.
- 7—Powder Trust Suits Next.
- 7—New Move by Wabash.
- 8—James F. English Dies.
- 8—Sweden After Emigrants.

LAST PERFECT SCORE GONE.

Pittsburg Entry Loses by Being an Hour and a Half Late.

Bedford Springs, Pa., July 20.—Pittsburg's pride was humbled to-day, for the team of the Pittsburg Auto Club tumbled out of the perfect score division in the journey of 92 miles from Pittsburg to Bedford Springs in the ninth day's run of the fourth annual tour of the American Auto Association.

To the grief of the Pittsburg delegation the fall of their team was hard enough to not only take them out of the perfect score class, but to put them in selling tickets at a higher rate than 2 1/2 cents per mile, I will instruct the State's attorney to aid the solicitors in sending new bills and in prosecuting the same until those railroads obey the law, or the courts of highest jurisdiction declare the act unconstitutional.

"I regret this conflict. I want it settled, and if the railroads will withdraw their attempted injunction, until the evidence is taken and the court passes upon the constitutionality of the act, in the meantime selling tickets at the rate fixed by the statute, it will aid them in hastening the hearing of the case, stopping all indictments and asking all citizens to cease bringing penalty suits. If, however, they refuse to recognize the law, and, as result, fines, costs, and odium attaches to them and their agents, who persist in obeying them in defiance of law, go to jail, they will have no one but themselves to blame, as the State is ready to stop when the law is obeyed."

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FORTY MEET DEATH IN MICHIGAN WRECK

Trains Crash with Over 800 Excursionists Aboard.

AT LEAST 60 INJURED

Freight and Passenger Meet Head-on at Full Speed.

Passengers Consisted of Railroad Men and Their Families from Pere Marquette Shops at Ionia Bound for Detroit—Conductor of Through Freight Disobeyed Orders—Loaded Coaches Roll Over and Split Open.

Salem, Mich., July 20.—Eight hundred employees of the Pere Marquette Railroad shops at Ionia and their families, bound for a day's outing on a special excursion train, with Detroit as their objective point, met, head-on at full speed, with a freight train, also at full speed, two miles east of here to-day.

At least forty are dead. Sixty are injured, some so seriously that the death list may be swelled considerably.

At a turn in the track, where a steep embankment carries the rails high in the air, the excursion train met a heavy freight train. The crowded coaches were telescoped and smashed to splinters. The impact of the heavy freight cars crushed the lighter passenger coaches like egg-shells, and, with their loads of human freight, were rolled over and over down the embankment.

Coaches Loaded to Platforms.

Eleven coaches comprised the excursion train, and all were crowded to the platforms. Women and children formed a large proportion of the excursionists. The crash came without warning to the merry party that filled the train, and a moment after the collision the agonizing cries of the injured drowned the shrill notes of the escaping steam.

Seven coaches were torn to pieces and heaped up in a shapeless mass at the foot of the high embankment. The two locomotives and their tenders were almost welded into one mass, and the heavy freight cars, forming the forward portion of the train, were ripped open and hurled down the declivity on top of the passenger coaches.

With the frenzy of desperation, men set to work to extricate the living and dead from the mass of wreckage. Farmers of the near vicinity, drawn by the deafening crash of the collision, hurried to the scene of rescue.

List of Known Dead.

The known dead, all from Ionia, except where other address is given, are as follows:

Lee Abner, N. J. Cornell, Will Dot, Mrs. Abraham Eds, Fred Fitzgerald, Willie Grams, boy; Ned Gallagher, Al Hebert, Charles Hess and two sons, Martin Kilduff, Knowles, stream; Frederick Latham, Charles Macdonald, Charles McAuley, L. K. Merrill, Herman Naff, John Patterson, E. E. Piche, conductor; John Rogers, Mrs. August Bisher, Don Rogers, Henry Reynolds, Homer Smith, William Steiger, Kansas City; Frank Smith, John Telford, Albert Truett, Fred Vaughan, South Bend; James Vizzard, Charles Broad, Mrs. John Spitzler, and Gracilis Williams.

Blame on Freight Conductor.

As soon as the injured had been looked after and disposition made of the dead, the officials of the Pere Marquette began to investigate the cause. It did not take them long to agree that it rested with the crew of freight No. 7, which had received instructions that No. 155 had the right of way, and to lay at Plymouth until this special passed.

The order for No. 155, which left Ionia less than an hour before the catastrophe, was clear. The conductor had the right of way direct to Detroit.

"The responsibility for the wreck rests upon the conductor of the freight train," said Gen. Supt. Trump. "He was given special instructions to allow the special excursion train to have the right of way."

KNEW CRASH WOULD OCCUR.

Dispatchers, Unable to Avert Collision, Got Relief Trains Ready.

Detroit, Mich., July 20.—An informal investigation to-night has resulted in fixing the blame for the Pere Marquette disaster to-day, in which forty lives were lost, upon the crew of the freight which collided with the excursion train. The freight crew is said to have disregarded the dispatcher's orders, which were to make Salem the meeting point, with the excursion running as a special.

knew that a terrible disaster was to occur. The freight had scarcely left Salem before the blunder was realized. There was no block at which the train could be stopped, however. The word was flashed along the line, but not even a telephone could be utilized to prevent the impending disaster.

Realizing that nothing could avert the fatal crash, officials of the road immediately began planning for a relief train, and even before the wreck occurred work of manning the relief train was under way.

SCENES AT IONIA.

Sorrowful Crowds at Station to Receive Bodies of Victims.

Ionia, Mich., July 20.—There is scarcely a home in Ionia but is saddened by the news from Salem, where forty persons, nearly all of them from this place, were killed in to-day's wreck.

Scenes about the railway station to-night are pathetic in the extreme. Friends and relatives of the dead and injured crowd about the telegraph office and scan eagerly the bulletin board, with its constantly growing list of identified dead. Confusion in the reports and lack of authentic details have driven relatives of those aboard the excursion train frantic.

At an early hour this evening trains bearing the first of the dead and injured returned. To-morrow the first of the funerals, those of the worst mangled of the victims, will be held. Local undertakers are unable to cope with the situation, and hearses and carriages will be brought from neighboring cities.

Special services will be held in all of the churches to-morrow. It will be the blackest Sunday in Ionia's history.

OFFICIAL STATEMENT.

Receiver of Pere Marquette Gives Details of Accident.

Cincinnati, Ohio, July 20.—At the headquarters of Judson Harmon, receiver for the Pere Marquette, the following official bulletin was received this evening:

"Local freight train 71 an employee's excursion, running from Ionia to Detroit, collided head-on, just west of Plymouth, near Salem, about 9:15 a. m. Preliminary reports indicate that about sixty-five persons were injured, twenty-two fatally. Six of the eleven coaches in the excursion train were destroyed. Relief trains sent from Saginaw, Grand Rapids, and Detroit with doctors. Will take twelve hours to clear track. Cause not reported. Plymouth is twenty-five miles northwest of Detroit. Accident occurred on Grand Rapids division two and a half miles west of there."

TRAIN PREVENTS A WEDDING.

Kills Bride and Groom-to-be as They Plan to Outwit Friends.

Shenandoah, Pa., July 20.—While Peter Morgan, aged twenty-five, and Susan Bevis, who to-day celebrated her twenty-second birthday, were planning how they could escape from their friends, who had arranged to perpetrate a "practical joke" upon them after their marriage, they strolled along the Lehigh Valley Railroad. They failed to hear the approach of a light engine behind them, and stopped directly in front of it. Miss Bevis was terribly mangled, and died instantly, while Morgan lived for almost an hour after being hit.

More than 100 guests had been invited to the wedding to-night.

LIST OF CONTRIBUTORS GONE.

May Cause Delay in Jerome-Hearst Libel Suit.

New York, July 20.—It now seems probable that if the examination of District Attorney Jerome, in his \$200,000 suit for libel against William R. Hearst, might be delayed for more than a month, because of the disappearance of a list containing the names of contributors to the district attorney's campaign fund.

Incidentally, it is said that no list now exists. It was destroyed some months ago. Howard S. Gans, who is in Europe and will not return until September, may have a copy of it, and on this possibility Clarence J. Shearn, counsel for Mr. Hearst, will ask for an adjournment of Mr. Jerome's examination on Monday until Gans returns.

YOUNG GIRL HIS ACCUSER.

Henrico County Man Held on a Serious Charge.

Special to The Washington Herald. Richmond, Va., July 20.—T. E. J. Mitchell, arrested in this city for carrying concealed weapons, has been turned over to the Henrico County authorities, by whom he is wanted on a charge of having attempted a serious offense against Miss Birdie Richardson, the thirteen-year-old daughter of A. E. Richardson, a Chesapeake and Ohio railroad conductor.

According to the girl, she was picking berries in a field near her home when she was accosted by Mitchell, who, she alleges, not only made improper proposals to her, but offered her violence. The character of Mitchell prior to this time has been exemplary.

JAPANESE TROOPS FIRE ON KOREANS

Members of Mob Killed in Streets of Seoul.

BURN PREMIER'S PALACE

Rioters Seek to Murder Every Cabinet Officer.

Mikado's Soldiers on Guard and Extreme Measures Threatened—Machine Guns Placed at Vantage Points—Pronouncements Issued Warning Rioters of Instant Death. Emperor Remains in Old Refuge.

Seoul, Korea, July 21.—Many Koreans were killed and wounded by Japanese troops in an attack on the mansion of the minister of war, following the burning of the premier's palace.

Driven from the scene of the first demonstration the rioters were rallied by leaders and started to make a clean sweep of the residences of all cabinet members. The war minister's home was the first attacked.

The number of casualties is uncertain, but must have been heavy. A concerted attempt was made earlier in the day to murder every member of the cabinet. The premier sought refuge in the imperial palace under a strong guard of Japanese police. The other ministers fled to the Japanese residences.

Machine Guns at Vantage Points.

Machine guns have been placed by the Japanese at the Talmah gate, and behind breastworks in the streets approaching the palace, in anticipation of an attack by the Korean soldiers, who are in mutiny almost to a man.

The Japanese are determined to resort to extreme measures, and have issued pronouncements threatening instant death to rioters.

Strong military patrols guard the streets in the face of mobs inflamed almost to madness by students. The masses' anger seems to be directed less against the Japanese than the Korean Ministers.

United States Consul Sammons has replied to Marquis Ito's offer of protection to the foreign consulates that he prefers to leave the matter of guarding Americans entirely to the discretion of the Japanese.

The crown prince has been formally enthroned and will occupy the North Palace, the former Emperor remaining in his old refuge adjoining the American and Russian consulates.

May Ask American Protection.

As the old Emperor's palace adjoins the American consulate, it is thought possible the deposed ruler may seek refuge with Consul Sammons in case of danger either from the Koreans or in the event of apprehension of violence at Japanese hands.

Premier Yi-Wang-Wang's house was sacked and burned by a mob last night. The rioters were bent on killing the premier, who fortunately was not at home when the thorough burst into the palace. It is rumored he fled barely in time to escape.

Japanese troops arrived while the mob was still looting. Fearing a struggle, the ringleaders applied the torch and fled. Their followers scattered. The soldiers could not check the flames and the house was destroyed.

The premier was the cabinet's spokesman in requesting the Emperor to abdicate, and repeated threats have been made against his life.

DISCUSSED KOREA WITH TAFT.

Japanese Premier Spoke Freely. Welcomed America in Philippines.

The purposes of the Japanese government with reference to Korea, which have produced a political crisis in the Hermit Kingdom, have been known to the American government for two years. Japan's policy was explained at length to Secretary Taft by the Japanese premier when Mr. Taft visited Tokyo in the course of his trip to the Philippines in 1905.

To Mr. Taft the Prime Minister made known that radical reforms in Korean governmental and social affairs were contemplated by Japan. The Emperor of Korea was weak and superstitious, it was explained, and throughout the governmental system and among the people, corruption, extreme superstition, low morals, and general lack of civilized methods prevailed. The higher officers of the government, it was asserted, practiced voodooism and other uncanny rites, and were guided by the revelations of horoscopes. Korea, said the premier, was a festering sore that should be cut out.

The country lay at Japan's door, and it was the duty of Japan to remedy the existing conditions.

Continued on Page 7, Column 6.

TWO ELECTROCUTED IN A DRUG STORE

Clerk Gets Shock Through Electrician's Body.

RESCUE EFFORT FATAL

Walter Sousa and Harry A. Candee the Victims.

Nephew of Bandmaster Grasps Live Wire While Repairing Arc Lamp in Flemer's Pharmacy—He Falls Dead When 2,400 Volts of Deadly Current Pass Through His Body. Clerk Tried to Aid Him.

Two young men—Walter Sousa, 1007 G street southeast, nephew of John Philip Sousa, and Harry A. Candee, 715 Massachusetts avenue northeast—were electrocuted at 6:45 last night in the drug store of Lewis Flemer, 701 Maryland avenue, when 2,400 volts of alternating current flashed through their bodies.

Sousa, who was an employee of the Potomac Electric Company, was attempting to discover the defect in an electric window lamp, which was connected with a grounded circuit in a near-by conduit, when he fell dead still clutching the wire. Candee, the head clerk at the time and caught the man in his arms, only to drop fatally shocked to the floor. He died an hour later at the Casualty Hospital.

No investigation of the cause of the accident has been made as yet, but it is said that the high and low tension wires, which ran near each other in the conduit, became crossed, and that the fatal current from the high tension wires was communicated to the metal bracket of the lamp.

New Lamp Out of Order.

The window lamp was a new one, having been installed on Friday. When an attempt was made to light it last night it failed to work and affected all the other lights in the store. One of the clerks, Lee Speyer, in touching the wire had got a slight shock, and the Potomac Electric Company was immediately notified. Sousa and his brother-in-law, Claude Berger, were sent to remedy the difficulty. They were told, on entering the store, to be careful of the wire, but Sousa paid no heed and refused to put on his rubber gloves.

The lamp had been placed inside a jar of red water in the show window near the soda fountain, and Sousa followed Mr. Candee to it. He grasped the wire in his right hand, and for a moment the light flashed red through the water, then with a gasp Sousa fell.

Candee was standing behind the soda fountain at the time, and rushed forward to catch the man in his arms. He did not notice that the dead man's hand still clung to the wire, and in a second both men lay silent on the floor.

There were no customers in the store at the time, but Sousa's assistant saw the men fall and immediately rushed to them.

Cashier Made Hysterical.

With the live wire dangling near his head, he opened the shirt collar of his friend and began to rub his temples and his hands, but there was not even the flutter of an eyelid to denote that life was left. The cashier, Miss Emma Herman, became hysterical and had to be led from the store.

Another clerk, George S. Webb, heard a slight sound as the men fell, but he thought nothing of it until he heard Miss Herman scream. He ran to the store at the time, but Sousa's assistant saw the men fall and immediately rushed to them.